

*AA*  
*cont.*  
*sub.*  
*5*  
*can't*

coupled to receive power from the power arrangement and configured and arranged to supply power to the motor at different times based on the motor control signals; and a sound information arrangement, operatively coupled to receive rotational speed and positional information from the motor and to provide the rotational speed and positional information to a sound control arrangement for simulating railroad sounds.

29. A control and motor arrangement, according to claim 28, further comprising:

10 a short circuit protection arrangement, operatively coupled to the motor and configured and arranged to remove power from the motor in response to a current flow exceeding and defined threshold.

*sub.*  
*22'*

30. A control and motor arrangement according to claim 28 further comprising a memory, responsive to the process control arrangement and configured and arranged so user defined information and to provide the user defined information to the process control arrangement.

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31. A control and motor arrangement according to claim 30 wherein the memory comprises a non-volatile memory.

32. A control and motor arrangement according to claim 30 wherein the user defined information includes a mapping of a motor rotational speed to a land speed on the train.

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### REMARKS

Applicants have cancelled claims 1 and 3-17. Claims 18-32 are now pending.

25 Claims 1, and 3-17 stood rejected under 35 U.S.C. § 103(a) as being unpatentable over Severson, et al. The Examiner stated that Severson disclosed a model toy train, a motor to generate locomotive force for train and control arrangement to

provide control signal to motor to control speed and to receive speed information for motor and arrange to cause power to be applied to motor at different times based on combination of control signals and pulse with modulation signals. The Examiner cited column 17, lines 55-60; column 18, lines 55-65 and columns 19, lines 5-25.

5 Applicants submit new claims 18-32 define over Severson, et al. Severson, et al does not disclose rotational position information being provided to a controller to cause power to be applied to the motor as claimed in independent claims 18 and 28. The use of rotational position information enables added realism not provided by Severson, et al.; for example, sound effects may be keyed to the location of the model  
10 train wheels just as in the real world.


Applicants submit that Severson, et al does not teach or suggest applying a percentage of available track voltage and holding the balance of track voltage in reserve as in claim 26.

Applicants submit independent claim 28 also distinguishes over Severson.  
15 Claim 28 includes multiple control signals is combination with a pulse width modulation signal. Severson teaches only a single signal and does not teach or suggest use by multiple signals as required by claim 28.

Applicants respectfully solicits indication of allowance for new claims 18-  
20 32.

Respectfully submitted,

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